

Kalamazoo Speedway Group Qualifying Procedures 2016

-Although once the races start at 7:30 our procedures will be close to identical to previous seasons, the lead up to that time will be completely different this year.

-Approximate times for all qualifying sessions will be posted on the track website no later than Thursday and on all lineup boards on race day. It is highly recommended that drivers print off the schedule and bring it to the track with them.

-Pit Passes will go on sale at 3:30.

-Pits will officially open at 4:30. This is when teams can begin to pick up transponders. We will have the traditional transponder table in the lower pit as well as a new table in the upper pit. Make sure you mount the transponder correctly. If it is mounted incorrectly and your laps don't pick up on the scoring system you will start at the tail and not receive any qualifying points. If you don't know the correct mounting position ask an official and we will be more than happy to help you.

-Raceceivers will be mandatory any time cars are on the track. The Race Director will be calling out caution flags and black flags as well as counting down the time left in the session.

-Make sure you have legal tires on your car at all times. You will not be allowed to run illegal tires at all during qualifying, as you have been during practice in the past. For example, in weeks leading up to the Gary Terry 125 and the Klash Late Model teams may want to run on slicks for a few laps to prepare for the specials. This will not be allowed.

-Qualifying will start at 5:45. We will start calling for the first group to lineup at 5:30. We will line the cars up two wide in the make ready chute.

-With this style of qualifying push starts will be next to impossible to give. If a car can be push started safely in the pit area that will be fine. We WILL NOT throw a caution flag to put a car on the track that needs a push start and we WILL NOT move a car that needs a push start ahead of a car that doesn't because there is a caution or red flag.

-Unlike in previous years, when the track is clear and ready for the next group the tower will instruct the flagman that qualifying can begin. At that point the green light will be turned on and the session will begin. There will not be 1-3 slow caution laps before the green. We will allow a maximum of ten cars on the track at once in all divisions. There will be a new line painted on the entrance to the front stretch (similar to the line coming out of the top pits) that competitors should stay below when merging on to the track. Competitors on the track should always stay above that line to avoid any accidents with cars merging on to the track. The person putting cars on the track will always have safety as the number one concern but also will need to make sure there are ten cars at all times and get cars out as fast as possible to take full advantage of every second of time.

-The sessions will end at the exact second the schedule says they will, with only one exception. When the session begins the tower will make note of the last car in line and ready to qualify. That car and all cars lined up ahead of it **will be guaranteed AT LEAST two minutes of qualifying time** (provided that the driver takes to the track when officials allow them to), meaning that if the session clock reaches two minutes and that car is still not on the track; the session clock will stop until that car goes on the track. The session clock will also stop if there is a caution and/or red flag after that car gets on the track, to guarantee them at least the two minutes that we will promise them. Any cars that are not in line when the session begins will have no guarantee for time and no cars will be guaranteed being able to go on the track more than once.

-When the session clock hits zero, the checkered flag will be displayed. All "flying laps" will be counted towards the drivers qualifying times. **If at any point the track becomes empty and track officials do not see any teams appearing as though they are making an attempt to get back on the track the session may be called to allow more time for the other sessions. If your team is trying to get back out and notice that the track is empty a team member should try to communicate to an official that you are attempting to make another run.**

-When a caution or red flag comes out, no laps will count, for safety reasons. For example, if a car is in the middle of turn 3 and 4 when a caution comes out for an accident on the back stretch and the car doesn't slow down until after crossing the line, making that their fastest lap, that lap will be deleted immediately. The flag stand is aware that if they are throwing a caution for a piece of debris high in turn 2 while someone is about to finish a qualifying lap, they may be able to wait another second or two so the car completes its lap, then throw the caution flag. Good common sense on throwing cautions during qualifying will take place, with safety always the number one goal.

-The two pit areas will work together closer than ever to make these sessions as fair as possible for all competitors. All cars from the top pit area need to come down to the bottom pit to start the session. If at any time after that a car pulls up in the top pit to qualify, the top pit steward will radio the bottom pit steward telling them they have a car ready to qualify. At that point the bottom pit steward will look at who the last car in line is and once that car has hit the track inform that top pit steward that they can put their car(s) on the track. This communication will continue during the entire session, making track time as equal as possible regardless of which pit area someone is pitting in.

- Kalamazoo Speedway officials have the right AT ANY TIME THEY SEE FIT to tech any car(s) they wish, including a post qualifying inspection. Any car(s) that fails post qualifying tech will lose their qualifying points and starting position and that driver would start scratch for the night, just as any car that showed up late and missed their qualifying session would.

-Group Qualifying will run from 5:45-7:10.

-Any ties in qualifying will be broken by the driver highest in the 2016 driver point standings. The exception will be on opening night, where a tie will be broken by the 2015 driver point standings. If the tie can still not be broken then it will be broken by a coin flip (2 cars) or a blind draw (3 or more cars).

-Any cars that do not qualify will be placed at the end of the qualifying order for lineup purposes but will not receive qualifying points. Ties will be broken in the same manner as an actual qualifying tie. These cars will all start in the slow heat but will have to start at the tail. There will not be any times taken through heat races. If a car or cars come in after lineups have been set, those cars will start the tail of the slow heat and the tail of either the feature, last chance or B Feature in the order they show up.

-If rain or something else disrupts a session it will be handled as follows. Once the "guarantee car" has been given two minutes of qualifying the session will be considered complete if it needs to be stopped, meaning that points will count and the lineup for the event will be based on the qualifying times. If a session does not reach that point then no points will be given for qualifying and lineups will be based on the 2016 driver point standings. On Opening Night lineups would be based on the 2015 driver point standings. If a session gets to its scheduled conclusion during a rain delay the session will be cancelled for the event.

-No radios or mirrors will be permitted on the track during group qualifying, just as during a race.

-We will begin lining up the first race (normally the Late Model fast heat) at 7:15. We will NOT have the lineups done by 7:15 but since the Late Model qualifying will still be on the scoreboard the lineup should be fairly self-explanatory.

-The first heat race will be lined up on the front stretch as the second race is lined up in the make ready chute.

-The invocation will start at 7:26 and all cars for the first race should be lined up at that time. Once the invocation starts all engines should be off.

-With the nature of qualifying this year there will be ABSOLUTELY NO DRIVER CHANGES DURING QUALIFYING!! The driver that runs the first lap in any given car will be scored as the driver of that car for the entire qualifying session. Crossing the finish line one time will be considered running one lap. There will be no switching cars, testing each other's cars, or anything of that nature. Also, no driver will be allowed to qualify more than one car in any given class. If Driver A has a crash, engine failure, etc. and is going to switch to Car B, that will be allowed, but not until AFTER the qualifying session.